

Fuel Oil non-availability report

Name of Vessel:	Kingfisher	Flag: Antigua & Barbuda			IMO Number: 9425198
(if other relevant registration # enter here) :					
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :					
<p>Sailed: Anviles Spain Arrived: Brownsville 24/Jan/14 Sailed Brownsville: 28/Jan/14 ETA Passing SW Pass Eastward: 29/Jan/14 (delivery to Oldendorff) ETA Panama City 30/Jan/14 Sailing Panama City 01/Feb/14 (Requesting to start burning HSFO) ETA Exiting USA ECA Zone 03/Feb/14</p>					
Port of Origin:	Brownsville	Date:	28/Jan/2014 Sailed		
Port of Destination:	Panama City Florida	First US port of Arrival:	Brownsville 24/Jan/14 arrived		
Date vessel first received notice that it would be transiting in the N. American ECA:					27/Jan/2014 (Business confirmed to Panama City)
Vessel's location at the time of notice:		Brownsville, Texas			
Date/Time ship operator expects to enter N American ECA:			In the USA		
Date/Time ship operator expects to exit N American ECA:			03/Feb/13		
Projected days ship's main propulsion engines will be in operation within N American ECA:					2 days without burning LSFO in ECA Zone
Sulfur content of fuel oil in use when entering and operating in the N American ECA:					?
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:					
<p>The vessel is delivering to Chrts. Oldendorff on abt 29/Jan/2014 while passing SW Pass sailing eastward. VSL sailed Brownsville Texas with enough LSFO on board to reach next load port of Panama City Florida. As Chrts. Oldendorff to take delivery of vessel passing SW pass eastward, the first US port of call under Oldendorff charter period is Panama City Florida. Oldendorff attempted on Friday 24/Jan and Monday 27/Jan to obtain LSFO delivery in Panama City. Suppliers John W Stone Oil Distributor LLC and Atlantic Gulf Bunkering LLC both confirmed they would be unable to supply LSFO to vessel while in Panama City Florida.</p> <p>The vessel will have enough LSFO ROB to burn through the expected port stay in Panama City, sailing expected on abt 01/Feb. Upon sailing Panama City VSL will not have enough LSFO ROB to exit the USA ECA Zone. VSL will transit to Freeport Bahamas to take LSFO and HSFO bunker delivery.</p> <p>As no LSFO available in Panama City Florida, it is requested to allow for vessel to sail Panama City Florida to exiting US ECA zone burning HSFO.</p>					

Name of suppliers contacted:	Address:	Date of contact:
-Atlantic Gulf Bunkering	- ?	24/27/Jan/14
John W Stone Oil Distributor LLC	87 First St, Gretna, LA 70053 504 366 3401	24/27/Jan/14
In case of fuel oil supplied disruption only		
Name of port at which vessel was scheduled to receive compliant fuel oil:		
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):		

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:							
As Panama City Florida is first USA Port of Call under Oldendorff Charter period, we contacted suppliers Atlantic Gulf Bunkering and John W Stone Oil Distributor for LSFO delivery on 24 and 27 th January 2014. As per the attached messages on 27/Jan/14 from both suppliers they confirmed no LSFO available for delivery.							
If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:							
List below U.S. ports visited in the last 12 months:			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)	No				
a) Brownsville, Texas	24/Jan/14	Yes	Report	Date	Port	Type of Fuel	Comments
b)			1)				
c)			2)				
d)			3)				
e)			4)				
Ship Master Name:		Tkach V.		Ship Operator Name:		Oldendorff Carriers USA	
Legal Agent in the U.S.:		General Steamship Mobile		Ship Owner Name:		Freese Shipping GmbH & Co. KG	
Name of designated Corporate Official: Reedereigruppe							
Address (Street, City, Country, Postal Code):			An der Werft 4 21680 Stade Germany				

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001		
Signature	Print Name	Date